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~~CONFIDENTIAL~~

COUNTRY Bulgaria
SUBJECT Danube Bridges and Rail Communications

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1. The pontoon bridges over the Danube at Svishtov, Ruse, Orehovo and Vidin are still in existence, but no military movement is noticeable at any of them. The two latter bridges are the least used, and there appear to be no movements whatever on the Bulgarian side.
2. The Ruse bridge is the one which is being used the most. Its terminal points have a partial permanent bridgeway laid down, the two ends being joined by a pontoon bridge in the middle. The pontoon is alleged to have only an economic importance, as the ferry boat service is inadequate to cope with local commercial exchanges. The ferry boat makes four crossings a day.
3. Considerable activity is noticeable at Gigen where four Chetas of labor troops are in the process of building up the banks of the Danube and laying the foundations for the projected bridge between Gigen and Corabia.
4. Work is going ahead intensively on the Troyan-Lovech railway line and the Makotsevo-Sopot line, with the plan of linking Gigen by rail to southern Bulgaria and the capital, and thereby relieving the traffic carried by the Sofia-Varna line through the Isker valley. The Troyan-Lovech line ends at Pleven, which is only about 50 kilometers from Gigen. There is also a plan to link Troyan with Sopot by a new line.
5. The material to be used in the construction of the bridge at Gigen has been ordered from a group of Rumanian metallurgical factories, by special agreement.

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Next 1 Page(s) In Document Denied